He next referred to the contemplated scheme of diverting the Kodayar waste water by means of a feeding channel and improving the old Kakkachal or Vannampara Dam. The scheme was a good one, and, if carried out, would serve to irrigate 2,000 acres of existing lands and bring under wet cultivation an equal area of dry land. The Government might also expect to get about 3½ or 4 per cent interest on the outlay on the work. In his view, the scheme should follow the restoration of at least the more important tanks.

Dewan's reply.—The Government recognise the urgency of the question. The investigation has been completed and the Chief Engineer is being asked to expedite his report. The Government hope to take some action soon towards restoring the irrigation tanks in the taluk.

55. Certain improvements necessary in the P. W. D. works in the Neyyattinkara taluk.

Mr. Kanakku Mallan Kesavan (Member, Neyyattinkara taluk) said that the requirements of the taluk in the matter of roads and irrigation facilities had been repeatedly pressed on the attention of the Government in successive Sessions of the Assembly. He would therefore, without any lengthy discussion as to their necessity, simply mention them again for the early consideration of the Government.

He requested that the following roads—covering a total distance of about 12 miles—should be constructed:—

(1) From the Kunnathukal Proverthy Cutcherry to the Perunkadavila Proverthy Cutcherry, over a distance of 4 miles.

(2) The Chenkal road should be extended and joined to the Kollencode road near Sankurutty, 5½ miles.

(3) A tap road from near the Neyyattinkara bridge to the Chenkal road, 1½ miles.

(4) A road from Olathanni on the Neyyattinkara–Poovar road to the Chenkal road.

In regard to the irrigation tanks, he said that the Government should pursue a steady policy and take up and restore about 8 or 9 tanks every year until all the important ones were restored to proper condition. He mentioned the following as requiring attention in the current year, *viz.*,

(1) Chenkal Pulloorkulam.
(2) Kizhake Chenkal Kochakulam.
(3) Kizhake Chenkal Mullankulam.
(4) Melamoakathu Karumakkottukulam.
(5) Keezhammakathu Nedumankulam.
(6) Porannur Thonikulam.
(7) Arayur Perunkulam.
(8) Venkadambil Vaikulam.
(9) Airayilkulam.

Dewan's reply.—Noted.

56. The necessity for constructing culverts on the Vizhinjam Poovar--road and bridges across the canal from Poovar to Thengapattanom.

Mr. X. G. Lopez (Member, Nominated) said that the Vizhinjam–Poovar road, about 9 miles in length, was cut on a line which was once acquired by the Government

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